asked to disembark from it at the Dadar Station platform and were detained there till noon, the next day;

(b) whether it is also a fact that it is incumbent on the Railways to look after the passengers under such circumstances; and

(c) if so, what are the reasons for the indifferent attitude of the Railway Staff in attending to the passengers, detained there?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA)- (a) The passengers of 101 Dn. Minar Ex-press which met with an accident on 4.7.1988, at 22.15 hrs. between Byculla and Chinchpokli stations were taken to Dadar Railway Station as soon as the overhead power could be restored after the accident. The entire rake of Minar Express which met "with the accident was replaced by a fresh rake at Dadar and a duplicate Minar Express was started from Dadar at H-50 hrs. for Secunderabad.

(b) Yes, Sir.

(c) The passengers of the affected train were looked after at Dadar Railway Station from the time they reached there to the time of their departure.

Norms for declaring employees surplus

1848. SHRIMATI BIJOYA CHAKRAVARTY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what are the norms for declaring employees in Central Government Ministries/Departments as surplus;

(b) whether these norms are also adhered to by the Kendriya Vidya-laya Sangathan; and

(c) in what manner Government enforce compliance of these norms?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) After making assessment of the workload at various levels, man-hours to determine the number of persons required for handling the work at various levels is determined. If the sanctioned strength is more than the assessed strength, the excess is declared as surplus.

(b) Yes, Sir.

(c) The guidelines are enforced through staffing studies base^ on work-measurement in headquarters and regional offices.

Indigenous ship industry

1849. SHRI MOHAMMAD AMIN: SHRI DIPEN GHOSH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that to deliver ships Indian Shipyards tak« 150-160 per cent more cost and six to seven years more time, than foreign builders-

(b) whether it is sufficient cause for shipowners to place orders away from indigenous yards; and

(c) if so, what steps are being taken to make the indigenous ship industry more efficient?

THE MINTSTEB OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Ship built in Indian yards generally cost more and have longer delivery time when compared to the leading shipyards abroad. This and the limited shipbuilding capacity available in the country are the main reasons for many shipowners placing orders on foreign shipyards.